

paid for buildings for holding public offices would be saved. They could be located in the building in which the old Division Cutcherry and the First Class Magistrate's court were housed.

The finances of the local Municipal Council did not permit them to undertake any public works. The Government should sanction the levy of tolls on village roads to enable the council to improve its resources.

The employes of the Municipal Council should be given admission to the Sanitary classes. There were many who had passed the School Leaving Examination and were eligible for admission, to such classes. The training would help the employes to get further promotions in service.

The Pattanikulam was the only tank useful for bathing purposes but its banks were in disrepair. Further, it was open to the view of the people walking along the Kulasekharam road running close by. The tank should therefore be repaired and privacy afforded by the construction of parapet walls.

DEWAN'S REPLY : Mr. Ramakrishna Pillai, in regard to the widening of the western fort-gate, I do not know whose business it is exactly. The Chief Engineer says he has nothing to do with that. The Municipality has probably got a responsibility. Under the Ancient Monuments Preservation Regulation, I do not know whether the Dewan Peishkar is responsible. Anyway I think the Chief Engineer and the Dewan Peishkar will go and inspect the place together and see what they can do, and submit their recommendations to the Government, and the Government, will get the work done if it can be done without detriment to the intrinsic merits of this historic and ancient monument.

In regard to the removal of the three *cutcheries* from Tuckalai to Padmanabhapuram you tell me that shop-keepers won't go there, the merchants won't move to and stay at Padmanabhapuram to fill its vacant halls and houses. Therefore you would transport the various Government offices to Padmanabhapuram. After all the only justification for the existence of various Government offices is the service of the public. Therefore Government officers have to go and stay where they are required by the public. In that connection I would read out to you what I said last time on the same subject :

"Offices will have to remain where the work lies ; where the need lies and not where historical associations would suggest or local patriotism dictate."

So I am afraid I cannot move these *cutcheries* merely to fill ancient and untenanted buildings.

In regard to the levy of tolls by the Municipality, will you kindly tell me how much the Municipality spends on the construction and maintenance of the particular road on which you wish to levy this toll ? What service does it render in return for this toll ? Or shall we leave that as a rhetorical question ?

As regards your Municipal employes and the pay you give them, and the manner of your selection, you have got to remember that the municipality is an independent body and the Government must not interfere in its ordinary affairs.

As regards the Pattanikulam tank, I think that the matter of repairing the tank is purely a municipal matter. And as you know, the municipality is the outward and visible sign of self-government, government of the people by the people. That being the case, the Government must not interfere with their rights : the right of keeping the tanks and wells in proper order is a sacred trust of the municipality.

130. Needs of the Colachel town.

MR. MATEVAN PILLAI NILAKANTA PILLAI (*Member, Municipal Council, Colachel*) first spoke about the need for a Munsiff's Court at Colachel. Colachel was an important place and one of the very few municipal towns that had no Munsiff's Courts. He prayed that one of the two Munsiffs' Courts at Padmanabhapuram should be transferred to Colachel. The same matter was pressed at the Assembly last year but the Government did not give a favourable reply.

Prior to the separation of the Revenue Department from Magistracy, there was a Magistrate's Court at Colachel. Colachel being the scene of many riots and other

offences, a Magistrate's Court was an imperative necessity in the interests of the safety of the people. A memorial for the establishment of a Magistrate's Court had been submitted to the Government by the local inhabitants but no enquiries had been made on that.

The need for a pier at Colachel had been urged upon the Government for the past 15 years. In reply to the representation made on the subject at the eighteenth session, it was stated that an estimate had been prepared and the Government were considering the question whether the materials got down for the Trivandrum pier could not be utilised for the Colachel pier. But nothing further was done. The matter should not be delayed further and a pier should soon be constructed at the Colachel port. He quoted statistics to show the increase in foreign trade at the port.

When the need for a road to Tengapattanam along the sea-shore was urged upon the Government at the last session, it was stated that the road was not necessary. It was really indispensable for the inhabitants of the Colachel beach and it should therefore be constructed at an early date.

At the twentieth session, the need for converting the Colachel dispensary into a hospital was pressed and it was then stated that a hospital could not be sanctioned but provision for additional wards would be made. No wards were constructed since then. The dispensary was housed in a small building and there was no compound wall. The in-patients were accommodated in ill-ventilated sheds. Further, free diet was being given to 16 in-patients during the pre-war days but only to a smaller number since. A suitable building should be put up for the dispensary with provision for accommodating at least 6 in-patients. The free diet allowed during the pre-war days should also be continued.

An Ayurveda hospital should be opened at Colachel without further delay in accordance with the promise made by the Government in reply to a representation made on the subject at the twentieth session.

The revenue derived by the Colachel Municipal Council was inadequate for its proper administration. There were not sufficient funds to be utilized for the sanitation of the town, which was congested. The Government grant should therefore be enhanced by at least Rs. 500.

DEWAN'S REPLY: Mr. Nilakanta Pillai, the High Court think it not only unnecessary but even undesirable to transfer one of the Munsiffs' Courts at Padmanabhapuram to Colachel. The District Magistrate has not reported on the question of the establishment of a Magistrate's Court.

As regards the construction of a pier at the Colachel port, you yourself have pointed out from the statistics that the number of steamers has increased from 7 to 15 and the tonnage from 21,000 to 49,000 in two years. Whether there is going to be regular shipping in Colachel or whether this is only sporadic we have to wait and see. But I understand that there are grave engineering difficulties there. There is deep water, and in the North-East Monsoon the sea is very rough. If it is possible to construct a pier or jetty and if the Government are satisfied that that pier or jetty will develop trade, then they will take up the question of constructing a pier there. But do not go away with the idea that the possibility is entirely ruled out. We are now waiting to see if the present state of shipping is going to be the normal state.

Then you come to the road from Colachel along the sea-shore to Tengapattanam. I must confide to you that both the Land Revenue Commissioner and the Chief Engineer do not consider it necessary. In fact they are almost inclined to look upon it as an expensive luxury. I am not so sure of that myself. Purely from a study of the map and on an examination of the amount of trade that passes through Aramboly I am inclined to think that it would be a means of directing the goods traffic to Colachel as an outlet. How it has got to be done I do not know. Possibly, some sort of road connection has to be established, which will tap the richer country behind Colachel and bring the trade to Colachel. In regard to this matter the Chief Engineer, Mr. Marini and I will go round the country once or twice and see whether we can devise or discover a route which will go to link up Colachel and attract trade which now goes out of Travancore through Tuticorin.

As regards the hospital there, I shall leave it to the Administrative Board and the Inspecting Medical Officer for their consideration.

As regards the opening of an Ayurvedic *vaidyasala*, please take it to your Municipality and ask them to help you. That is a matter within the jurisdiction of the Municipality.

Regarding your last point, the enhancement of the Government grant is very bad on principle. You must stand on your own feet. I have not seen Colachel well though I had been there once. I shall go round and see the place again.

131. Needs of Colachel.

MR. X. ALEXANDER (*Member, Nominated*) stated that Colachel was the most important sea-port in the State next to Alleppey. From the earliest times it was considered as a safe sea-port by the Dutch. There was, during the days of the Scottish Coffee Company, an old pier built of palmyra logs and secured to the rocks. In the absence of a pier, the boats had to negotiate the surf on every trip to a vessel and this spoiled the merchandise carried in the boats. A small pier built of iron materials about 120 yards in length to enable boatmen to take their boats beyond the surf would be a real benefit. An imperfect natural breakwater of rocks existed there and it could easily be perfected by filling in the intervening spaces by concrete. The depth varied from a few feet to 19 feet at the deepest part and ample material was available in the vicinity for the manufacture of the necessary concrete blocks. There would be a depth of 12 feet to 14 feet at the pier-head which would be sufficient for boats and larger craft to load and unload alongside the pier. An annual income of over Rs. 2,500 would be derived, and calculated at 3 per cent. interest a capital of Rs. 80,000 could be safely invested, which would be more than sufficient for the construction of the pier. With the increased export of monazite, ilmenite and Tircord sand, palmyra fibre, etc., business at the port was bound to develop. Already a considerable quantity of fish was being exported to Ceylon every year. For want of a pier, all the fish was being carted to Tuticorin for shipment. Even during the South-West Monsoon, it would be possible to launch boats and work steamers owing to the partial protection afforded by the reef of rocks. A good deal of trade diverted to other parts would converge to Colachel if conditions for the handling of cargo were made more favourable. With the development of the Cochin harbour, Alleppey would lose its importance and thus Colachel would remain the only good port, with its natural advantages. When the subject was brought to the notice of the Government at the sixteenth session of the Assembly, the then Dewan replied that the question of the Colachel pier could not be taken up as the Trivandrum pier was not complete. That objection had since been removed. The work in the Colachel pier should, therefore, be put in hand soon.

The Pampuri *vaikal* running between Colachel and the village situated to the west of it *viz.*, Kodimuna, had no bridge across it. The villagers were mostly fisher-folk who had to go to the other side for selling fish and purchase articles of food. For want of a bridge across the canal the inhabitants had to wade through it. It was a source of danger especially during the rainy season, and to the women and children in particular. The inhabitants numbered more than 10,000. In the circumstances, a bridge across the canal should be constructed without delay.

The salt manufactured in the Colachel salt factory was declining for want of good brine. The pans had not been in working order for more than 8 years because of the percolation of fresh water from the adjacent Pampuri *vaikal*. If the pans could not be improved and the factory worked in a better manner, it would be well to close it down and register the area for some useful cultivation or for purposes of soaking coccanut-husks.

The place of residence of the fisher-folk at Colachel was very congested and they had no open place for drying fish. Consequently, they were using the small patches of ground in front of their cottages for the purpose. The abominable stench arising therefrom often gave rise to epidemics. In view to improve sanitation, the Municipal Council had suggested the opening of a fish-curing yard on the *poramboke*